

# **What About The “Transit” - The Forgotten Component of TOD**

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## **Perspectives of a Daily Metro Commuter**

- **Began Daily Metro Commutes in 1987**
  - **Blue Line**
  - **Yellow Line to Blue/Orange Lines**
  - **Yellow Line to Red Line**
  - **Orange Line, sometimes with Red Line (Current)**

# Higher Density At Transit

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- Higher Density at Transit Can Offer Benefits

Yet Densities of TOD Proposals Thus Far Are:

- Overwhelming; and
- Uncoordinated

Fairfax Should:

- Measure Transit Capacity & Impacts;
- Coordinate Transit, Traffic, and Land-Use

# Transit Impacts - Rail Cars

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Myth - Metro Has Unlimited Capacity

Metro Is Overcrowded & Underfunded.

Metro & County Officials Say Rail Car Capacity Is Sufficient Until 2012.

*But What Happens Then?*

“We’re good for six years.”

120 Metro Matters Cars - 33% 8-Car Trains								
Line	2007	2008	2009	2010	2011	2012	2013	2014
Red								
Blue								
Orange								
Yellow								
Green								
Highly Congested - Frequently Unable to Board First Train								
Unmanageable - Customers Routinely Unable to Board Trains								

# Transit Impacts - Station Capacity

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## Myth - Metro Matters Funding & State Funding Discussions Are Sufficient

- Metro Matters Funding and New Higher-Capacity Rail Car Configurations, While Helpful, Do Nothing for Station Capacity
- Even if 8-Car Trains Are Funded, Stations Cannot Handle The Extra Passenger Loads
- State “Discussions” = Tooth Fairy Funding

# Transit Impacts - Station Capacity

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Impacts on station capacity - not just at TOD stations, but down the transit line.

- Ft. Belvoir/BRAC - Yellow Line

- Dulles Rail - Blue/Orange lines -

The new line will share these tracks downtown, meaning fewer Blue & Orange line trains coming down tracks:

*Longer waits on overcrowded platforms.*

Where Are The Impact Studies?

# Transit Impacts - Station Capacity

## Capacity Constraints

*By 2025, nine of Metro's core stations will be showing capacity constraints in many of the critical elements that enable stations to run smoothly.*

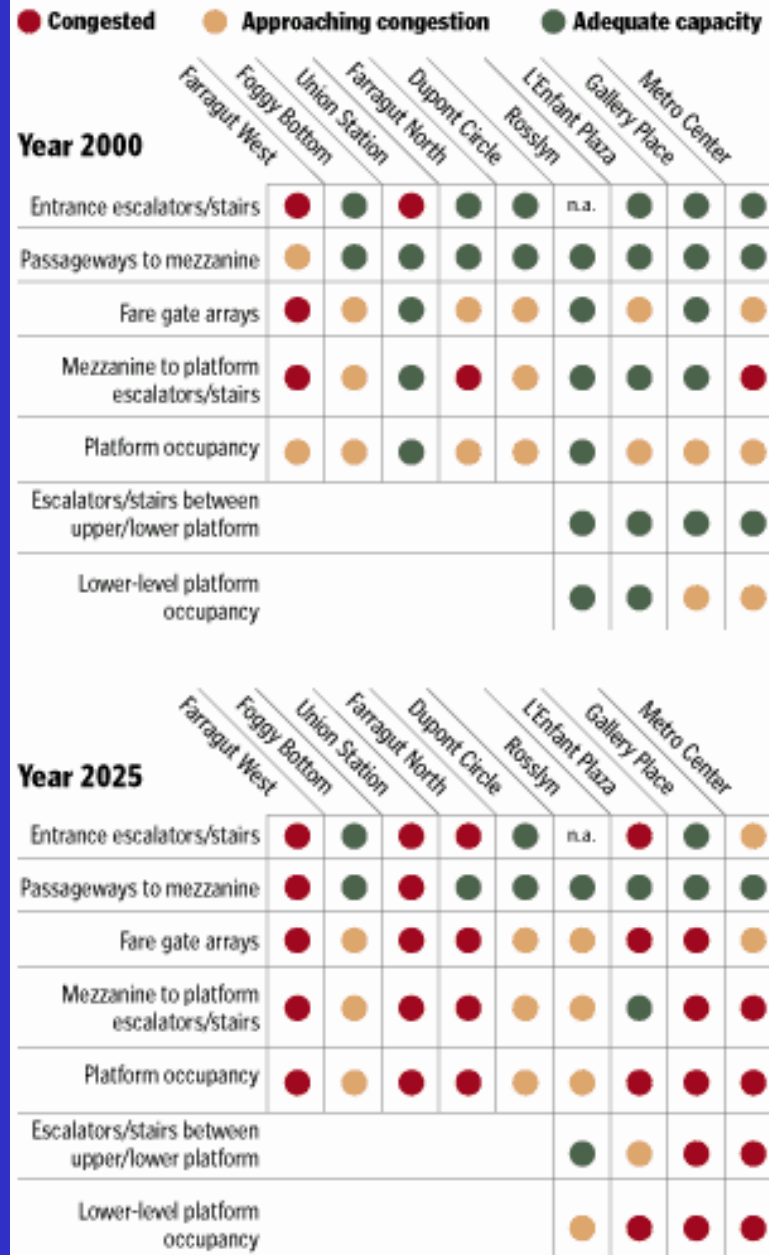
● Congested      ● Approaching congestion      ● Adequate capacity

### Year 2000

	Farragut West	Foggy Bottom	Union Station	Farragut North	Dupont Circle	L'Enfant Plaza	Rosslyn	Gallery Place	Metro Center
Entrance escalators/stairs	●	●	●	●	●	n.a.	●	●	●
Passageways to mezzanine	●	●	●	●	●	●	●	●	●
Fare gate arrays	●	●	●	●	●	●	●	●	●
Mezzanine to platform escalators/stairs	●	●	●	●	●	●	●	●	●
Platform occupancy	●	●	●	●	●	●	●	●	●
Escalators/stairs between upper/lower platform						●	●	●	●
Lower-level platform occupancy						●	●	●	●

## Capacity Constraints

By 2025, nine of Metro's core stations will be showing capacity constraints in many of the critical elements that enable stations to run smoothly.





# **Additional Considerations**

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- **More Rail Cars = More Mechanical Breakdowns**
- **More Passengers = More Sick Passenger Delays**
- **Metro Has No Real Plan To Handle These Events**
- **Reliance on “Tooth Fairy” Funding Is No Plan**
- **Parking at Terminating Station – What’s Right?**
- **New Factor - Washington Nationals**
  - **Hockey Games Bring 2 Dozen More Riders**
  - **Nats Games Bring 200 - Stations Overwhelmed**